

Message Text

UNCLASSIFIED

PAGE 01 STATE 285128

61

ORIGIN EB-07

INFO OCT-01 ISO-00 AF-08 ARA-10 EA-09 EUR-12 NEA-10 SIG-02

MMO-04 IO-13 CAB-05 CIAE-00 COME-00 DODE-00 DOTE-00

INR-07 NSAE-00 CIEP-02 FAA-00 SS-15 NSC-05 SP-02

PA-02 USIA-15 PRS-01 L-03 /133 R

DRAFTED BY EB/OA/AVP:AJWHITE:JO

APPROVED BY EB/OA/AVP:AJWHITE

----- 058961

R 192249Z NOV 76

FM SECSTATE WASHDC

TO AMEMBASSY PARIS

AMEMBASSY LONDON

AMEMBASSY BONN

AMEMBASSY ROME

AMEMBASSY TOKYO

AMEMBASSY BRASILIA

AMEMBASSY BERN

AMEMBASSY NEW DELHI

AMEMBASSY VIENNA

AMEMBASSY PRETORIA

AMEMBASSY THE HAGUE

AMCONSUL MONTREAL

AMEMBASSY BRUSSELS

AMEMBASSY COPENHAGEN

AMEMBASSY BUENOS AIRES

AMEMBASSY BOGOTA

AMEMBASSY MEXICO

AMEMBASSY CARACAS

AMEMBASSY LIMA

AMEMBASSY PORT OF SPAIN

AMEMBASSY KINGSTON

AMEMBASSY SANTIAGO

AMEMBASSY QUITO

AMEMBASSY PANAMA

AMEMBASSY SAN JOSE

UNCLASSIFIED

UNCLASSIFIED

PAGE 02 STATE 285128

AMEMBASSY GUATEMALA

AMEMBASSY ABIDJAN
AMEMBASSY RABAT
AMEMBASSY HELSINKI
AMEMBASSY STOCKHOLM
AMEMBASSY OSLO
AMEMBASSY CANBERRA
AMEMBASSY WELLINGTON
AMEMBASSY SINGAPORE
AMEMBASSY MANILA
AMEMBASSY JAKARTA
AMEMBASSY SEOUL
AMEMBASSY BANGKOK
AMEMBASSY KUALA LUMPUR
AMEMBASSY TAIPEI
AMEMBASSY ISLAMABAD
AMCONSUL KARACHI
AMEMBASSY TEL AVIV
AMEMBASSY BUCHAREST
AMEMBASSY BELGRADE
AMEMBASSY PRAGUE
AMEMBASSY MOSCOW
AMEMBASSY WARSAW
AMEMBASSY TEHRAN

UNCLAS STATE 285128

MONTREAL FOR US REP ICAO

E.O. 11652: N/A

TAGS: EAIR, XX

SUBJECT: DOT NOISE POLICY STATEMENT

1. FOLLOWING ARE EXCERPTS FROM DOT PRESS RELEASE OF
NOVEMBER 18, 1976:

QUOTE: ACTIONS NEEDED TO SIGNIFICANTLY REDUCE AVIATION
NOISE LEVELS ARE SET FORTH IN A POLICY STATEMENT MADE
PUBLIC TODAY BY SECRETARY OF TRANSPORTATION WILLIAM T.
UNCLASSIFIED

UNCLASSIFIED

PAGE 03 STATE 285128

COLEMAN, JR., AND FEDERAL AVIATION ADMINISTRATOR JOHN
L. MCLUCAS.

"IN ADDITION TO REDUCING AIRCRAFT NOISE AT ITS SOURCE
AS DIRECTED BY PRESIDENT FORD ON OCTOBER 21, OUR POLICY
STATEMENT PROMOTES SAFE OPERATIONAL PROCEDURES TO ABATE
THE IMPACT OF NOISE ON POPULATED AREAS AND THE ATTAINMENT
OF COMPATIBLE LAND USES IN AREAS ADJACENT TO AIRPORTS,"

SECRETARY COLEMAN SAID.

THE AVIATION NOISE ABATEMENT POLICY ESTABLISHES A SCHEDULE UNDER WHICH ALL JET AIRCRAFT IN DOMESTIC SERVICE MUST COMPLY WITH NOISE LEVELS SPECIFIED BY FEDERAL AIR REGULATION 36 (FAR-36) WITHIN SIX TO EIGHT YEARS, STARTING JANUARY 1, 1977.

PROMULGATED IN 1969, FAR-36 APPLIED ORIGINALLY TO TYPE CERTIFICATES OF NEW AIRCRAFT SUCH AS THE L-1011, DC-10, AND LATER VERSIONS OF THE 747. THE REGULATION WAS SUBSEQUENTLY BROADENED TO INCLUDE ALL JET AIRCRAFT COMING OFF PRODUCTION LINES AFTER DECEMBER 31, 1974.

UNDER THE FEDERAL ACTION PLAN CONTAINED IN THE POLICY STATEMENT THE FEDERAL AVIATION ADMINISTRATION (FAA) WILL ISSUE A RULE REQUIRING THAT SUBSONIC JET AIRPLANES WITH MAXIMUM GROSS TAKEOFF WEIGHTS IN EXCESS OF 75,000 POUNDS THAT DO NOT MEET FAR-36 NOISE LEVELS MUST BE RETIRED FROM THE FLEET OR MODIFIED ("RETROFITTED") TO MEET THOSE LEVELS ACCORDING TO THE FOLLOWING PHASED-IN SCHEDULED:

--747S WITHIN SIX YEARS, WITH ONE-HALF TO BE COMPLETED WITHIN FOUR YEARS.

--727S, 737S, DC-9, BAC 1-11S WITHIN SIX YEARS, WITH ONE-HALF TO BE COMPLETED WITHIN FOUR YEARS.

--720S, 707S, DC-8S, CV-990S WITHIN EIGHT YEARS, WITH ONE-QUARTER TO BE COMPLETED WITHIN FOUR YEARS, AND ONE-HALF TO BE COMPLETED WITHIN SIX YEARS.

UNCLASSIFIED

UNCLASSIFIED

PAGE 04 STATE 285128

--THE TIME PERIOD WILL START ON JANUARY 1, 1977.

THE POLICY STATEMENT POINTS OUT THE POTENTIAL ADVANTAGES OF REPLACING OLDER AIRCRAFT RATHER THAN RETROFITTING THEM.

"MANY OF THE FOUR-ENGINE JETS ARE OLD AND RELATIVELY INEFFICIENT TO OPERATE. AFTER WEIGHING THE ADVANTAGES OF RETROFIT AND REPLACEMENT OF THESE AIRCRAFT, WE HAVE CONCLUDED THAT IT IS IN THE BEST PUBLIC INTEREST THAT MOST OF THESE AIRCRAFT BE REPLACED BY NEW AIRPLANES BECAUSE OF THE BENEFITS OF REDUCED NOISE AND POLLUTION EMISSION LEVELS, ENERGY EFFICIENCY, ADVANCE TECHNOLOGIES, INCREASED EMPLOYMENT OPPORTUNITIES, THE IMPROVED COMPETITIVE POSITION OF THE AMERICAN AEROSPACE INDUSTRY

AND OTHER NATIONAL OBJECTIVES THAT REPLACEMENT WOULD SERVE," SECRETARY COLEMAN SAID.

SECRETARY COLEMAN ON NOVEMBER 2 SCHEDULED A PUBLIC HEARING FOR DECEMBER 1 ON THE FINANCING NEEDED BY AIRCRAFT OPERATORS TO MEET MORE STRINGENT NOISE STANDARDS EITHER BY PLANE REPLACEMENT OR RETROFITTING.

(BEGIN UNDERLINE) INTERNATIONAL CARRIERS (END UNDERLINE)

THE 6 TO 8 YEAR SCHEDULE UNDER WHICH JET AIRCRAFT IN DOMESTIC SERVICE MUST MEET NOISE REDUCTION REQUIREMENTS DOES NOT APPLY TO U.S. AIRCRAFT IN INTERNATIONAL SERVICE OR TO THE AIRCRAFT OF FOREIGN CARRIERS. IN REGARD TO INTERNATIONAL CARRIERS, THE POLICY STATEMENT SAYS: "THE UNITED STATES WILL WORK THROUGH THE INTERNATIONAL CIVIL AVIATION ORGANIZATION TO REACH AGREEMENT WITH OTHER NATIONS ON MEANS TO ABATE AIRCRAFT NOISE. IF AGREEMENT IS NOT REACHED IN THREE YEARS, AIRCRAFT FLOWN BY CARRIERS OF OTHER COUNTRIES WILL BE REQUIRED TO MEET PART 36 NOISE LEVELS AT THE END OF FIVE ADDITIONAL YEARS. DURING THE INITIAL THREE YEARS, AIRCRAFT OPERATED BY FOREIGN CARRIERS AND THE PROPORTION OF THE FLEET OF U.S. CARRIERS THAT ARE USED IN INTERNATIONAL SERVICE WILL BE EXEMPT FROM THE NOISE REGULATIONS ISSUED PURSUANT TO THIS STATEMENT."
UNCLASSIFIED

UNCLASSIFIED

PAGE 05 STATE 285128

(BEGIN UNDERLINE) FUTURE DESIGN AIRCRAFT (END UNDERLINE)

THE FAA WILL COMPLETE BY MARCH 1, 1977, ITS CONSIDERATION OF NEW AND MORE STRINGENT NOISE STANDARDS FOR NEW AIRCRAFT DESIGNS THAT REFLECT RECENT ADVANCES IN NOISE SUPPRESSION TECHNOLOGY. REGULATIONS RESULTING FROM THE ANALYSIS WILL BE APPLICABLE TO ALL SUBSONIC AIRCRAFT TYPE CERTIFICATED AFTER THE EFFECTIVE DATE OF THE REGULATION.

(BEGIN UNDERLINE) SUPERSONIC AIRCRAFT (END UNDERLINE)

THE AIRCRAFT NOISE REDUCTION REQUIREMENTS ARE NOT APPLICABLE TO SUPERSONIC AIRCRAFT (SSTs). IN REGARD TO SSTs, THE STATEMENT SAYS: "USING INFORMATION THAT IS NOW AVAILABLE ON A CONTINUING BASIS FROM THE CONCORDE DEMONSTRATION, THE FAA WILL, WITHIN 30 DAYS AFTER THE CONCLUSION OF THE 16-MONTH DEMONSTRATION PERIOD, ACT TO PROMULGATE A NOISE RULE APPLICABLE TO SUPERSONIC AIRCRAFT THAT IS NECESSARY TO PROTECT THE PUBLIC HEALTH AND WELFARE AND THAT IS CONSISTENT WITH THE STATUTORY

REQUIREMENT THAT THE (FAA) ADMINISTRATOR CONSIDER
TECHNOLOGICAL PRACTICABILITY, ECONOMIC REASONABLENESS
AND APPROPRIATENESS TO AIRCRAFT TYPE."

(BEGIN UNDERLINE) FINANCING NEEDS HEARING (END UNDERLINE)

IN A SEPARATE BUT RELATED ACTION, SECRETARY COLEMAN
TODAY OUTLINED THE MAJOR ISSUES TO BE COVERED AT A
PUBLIC HEARING IN WASHINGTON ON DECEMBER 1 ON THE
FINANCING NEEDED BY AIRCRAFT OPERATORS TO MEET FAA
STANDARDS OF AIRCRAFT NOISE EMISSIONS.

THE SECRETARY SAID THE FOUR MAJOR ISSUES THAT SHOULD BE
DISCUSSED ARE:

1. WHETHER THERE IS A NEED FOR SPECIAL FINANCING
PROVISIONS TO ENABLE AIRCRAFT OPERATORS TO MEET THE
DEADLINES STIPULATED IN THE NEW STANDARD.

UNCLASSIFIED

UNCLASSIFIED

PAGE 06 STATE 285128

2. WHETHER IT IS DESIRABLE TO MEET THE NOISE STANDARDS
BY REPLACING SOME OR ALL 707S AND DC-8S WITH NEW
TECHNOLOGY AIRCRAFT RATHER THAN BY MODIFICATION.

3. WHAT SPECIFIC FINANCING ARRANGEMENTS, SHOULD ANY BE
FOUND NECESSARY, ARE MOST DESIRABLE.

4. WHETHER FOREIGN FLAG CARRIERS SHOULD BE INCLUDED IN
A FINANCING PROGRAM.

IN A NOTICE TO BE PUBLISHED IN THE (BEGIN UNDERLINE)
FEDERAL REGISTER (END UNDERLINE), THE SECRETARY WILL
SET FORTH THE MATTERS BEARING ON THE MAIN ISSUES AND
DISCUSS THEM AT LENGTH. UNQUOTE. KISSINGER

UNCLASSIFIED

NNN

Message Attributes

Automatic Decaptioning: X
Capture Date: 01 JAN 1994
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: TEXT, POLICIES, NOISE POLLUTION, CIVIL AVIATION, PRESS RELEASES
Control Number: n/a
Copy: SINGLE
Draft Date: 19 NOV 1976
Decaption Date: 01 JAN 1960
Decaption Note:
Disposition Action: n/a
Disposition Approved on Date:
Disposition Authority: n/a
Disposition Case Number: n/a
Disposition Comment:
Disposition Date: 01 JAN 1960
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1976STATE285128
Document Source: CORE
Document Unique ID: 00
Drafter: AJWHITE:JO
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Film Number: D760433-0433
From: STATE
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1976/newtext/t19761129/aaaaazcy.tel
Line Count: 262
Locator: TEXT ON-LINE, ON MICROFILM
Office: ORIGIN EB
Original Classification: UNCLASSIFIED
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 5
Previous Channel Indicators: n/a
Previous Classification: n/a
Previous Handling Restrictions: n/a
Reference: n/a
Review Action: RELEASED, APPROVED
Review Authority: powellba
Review Comment: n/a
Review Content Flags:
Review Date: 15 MAR 2004
Review Event:
Review Exemptions: n/a
Review History: RELEASED <15 MAR 2004 by harleykd>; APPROVED <08 DEC 2004 by powellba>
Review Markings:

Margaret P. Grafeld
Declassified/Released
US Department of State
EO Systematic Review
04 MAY 2006

Review Media Identifier:
Review Referrals: n/a
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
Secure: OPEN
Status: NATIVE
Subject: DOT NOISE POLICY STATEMENT
TAGS: EAIR, XX, US
To: PARIS
LONDON
MULTIPLE
Type: TE
Markings: Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 04 MAY 2006